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Dear Sir:

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Respectfully submitted,

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FOR ART STATEMENT

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1. EP-A-0 274 848 (Britax)

This document shows a control apparatus for rear-view mirrors for motor vehicles comprising a housing (10), a mirror glass pivotable by means of two electrical servomotors (12, 14) and a mirror switch (joy-stick 78) disposed in the vehicle.

The mirror switch is coupled with a central control unit (76) serving as a transmitter. The servomotors (12, 14) are connected with a processor (20) disposed in the mirror housing (10) and serving as a receiver. Between the central control unit (76) and the processor (20) a data line (74) is provided. Furthermore the central control unit is connected via the data line (74) with the second external mirror embodied identically. Beyond this a heating (22) connected with the receiving processor (20) in the mirror housing (10) is provided, which is controlled by means of two heating switches (88, 90) via the central control unit (76) and the data line (74). Besides, Britax shows a memory system with rotary position indicators (potentiometers 16, 18) associated to the servomotors (12, 14), which are switched to the receiving processor (20), and with storage location keys (81 to 87, storage switch 92) disposed at the central control unit (76) for the storage and repeated triggering of a given position of the mirror glasses. The servomotors, the heating and the memory system are controlled by a transmission of multiplex data signals between the central control unit (76) and the processors (20, 40).

2. US-A-48 09 137 (Yamada)

This document shows a rear view mirror with an electrically adjustable mirror glass, whereby a lamp is disposed at the housing.

3. US-A-49 07 222 (Slavik)

This document shows a motor vehicle multiplexing system for the control of arbitrary electrical vehicle components, whereby the operating voltage for the electrical components is supplied via the communication line. By means of this a multiplexing system is created, which requires only a single line for transmitting the operating voltage, the synchronization signals and the data signals within the system.

4. EP-A-0 361 166 (Jung)

This document shows a positioning apparatus for two external mirrors on both sides of an automotive trailer unit, whereby at the fifth wheel (1) of the truck the relative torsion between the upper part of the fifth wheel (4) and the lower part of the fifth wheel (6) is detected by a detection unit (9, 10) and corresponding signals are passed to a servomotor for the mirrors. By means of this the external mirrors of the trailer unit are adjusted automatically such that always one external mirror is directed to the end region of the trailer unit. An angle transmitter in the form of a sensor is provided in the region of the fifth wheel, which angle transmitter releases pulses. These pulses are transformed via a detection and control unit into corresponding control commands for the adjustment of the external mirrors.

5. FR-A-25 78 046 (Renault)

This document shows an apparatus for the adjustment of the external mirror of a semitrailor truck, whereby the buckling angle between the truck and the semitrailor is detected and a corresponding adjustment of the external mirror takes place. Two ultrasonic distance sensors (1, 2) are provided at the truck serving as angle transmitters, which measure the respective distance to the front of the semitrailor. From the measured distances the corresponding buckling angle is computed and the mirror is adjusted accordingly.

6. US-A-49 40 322 (Hamamoto)

This document discloses a multiplex control system to control the position of external mirrors of motor vehicles, whereby a memory system is provided as well.

7. WO-A-90 10 555 (Roltramorse)

This document shows an electrical actuation apparatus for external mirrors of motor vehicles, for which integrated circuits are used respectively for the supply of energy and the triggering of different servomotors and of a heating. The energy supply and the triggering of this apparatus is performed via three electrical cables, namely an operating voltage cable, a signal transmission cable and a ground cable. This document is less relevant in view of Britax and Hamamoto.